

February 2023



# In Tune



A Saga of Specials

## GUILDFORD MOTOR CLUB

## Social Calendar

### February

**14th Clubnight** 20:00 - The Fox at Fox Corner, Worplesdon GU3 3PP

**21st** Committee Meeting

23rd H&BMB Quiz Night The Raven Hook. 20.00

26th IGPG Goodwood Photographers Exhibition South Downs Centre Midhurst 12:00

**28th Pubnight** 20:00 - The Fox at Fox Corner

### Goodwood Events - February

18th MG's On Track

### Brooklands Events - February

## Competition Calendar

### February

**10th February – Guildford MC ‘Wheeled 12 car’ for the Weald championship.**

### March

12th March – CSMA Topographia scatter

25th March – FDMC Harlequin 12 car

### Weald MC 12 Car Challenge

Friday, 7th October 2022 (Borough 18)

Friday, 21st October 2022 (Croydon)

Friday, 18th November 2022 (Sevenoaks)

Friday 9th December 2022 (Southern)

Friday, 20th January 2023 (Maidstone)

Friday, 10th February 2023 (Guildford)

Friday, 24th February 2023 (Eastbourne)

Friday, 10th March 2023 (Bexley)

Friday, 31st March 2023 (Blackpalfrey)

## Guildford Motor Club Event 2023 Dates

10th February our round in the Weald 12 Car Series - The Wheeled 12 Car

14th May Printemps Touring Assembly

20th August David Roscoe Memorial Dimanche Tour - Touring Assembly

29th September Rapsallion (Scatter or 12 Car)

## Editorial

Welcome to the February edition of the magazine. To start with a reminder that subscriptions were due on the 1st January, renewal details are below.

On the competition front we have our 'Wheeled 12 Car ' a round of the Weald Championship on February 10th.

What do we have for you this month? ... Well it's quite a full issue. Francis has been busy writing about his relationships with Specials, a good read and lots of interesting pictures. Mark comes up with Winter Wonderland, thinking about going on a skid pan training session. We have some invitations from Hants & Berk MC of events to enjoy.

Robert has been out and about quite a bit so we have pictures from the New Year's Day gathering at Brooklands and the Sunday Scramble at Bicester Heritage. He has also included a brief report and pictures from the Brands Hatch Stages, Autosport International and the UK start of the Rallye Monte Carlo Historique.

Welcome to new member Derek Arnold.

Any reports, anecdotes and articles always gratefully received.

Stay Safe

*Annette & Robert Clayson*

## Membership Renewals

**A reminder that the subscriptions were due on the 1st January 2023.**

**These need to be forwarded to Mark as soon as possible and he will issue you with a new membership card!**

**Full Membership is £15 and £20 for Family Membership.**

**Membership can be renewed via our bank account.**

**Sort Code 40 - 22 - 26**

**Account Number 31750348**

**Please quote your surname as the reference and email Mark to confirm you have paid.**

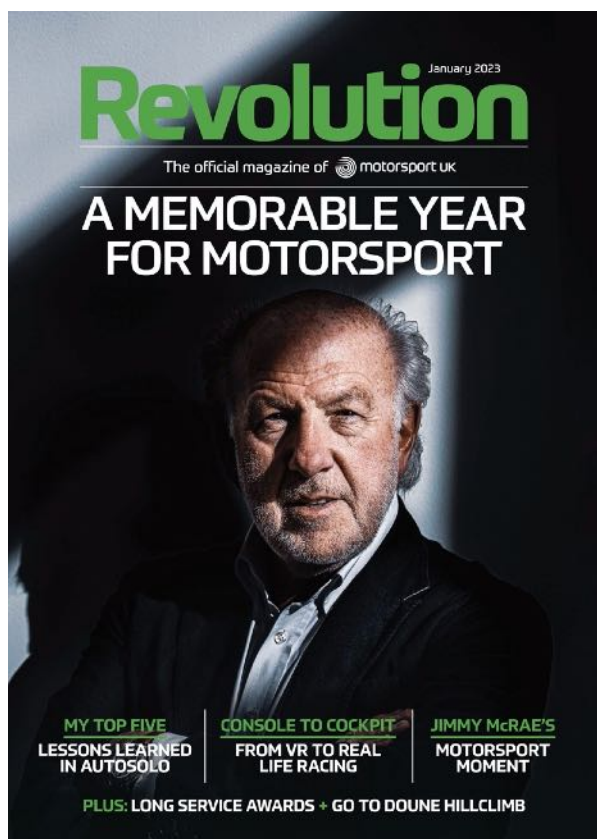


## Invitations

Hants & Berks MC have recently got in touch to invite GMC to a couple of their club nights. They have a quiz night of the **23<sup>rd</sup> Feb** at The Raven PH in Hook. We'll be sending a team of up to 6 people and have great expectations of doing very well.

On **April 27<sup>th</sup>**, again at The Raven, they are running a tabletop rally. For the uninitiated, a tabletop rally has nothing to do with getting your car onto any furniture, it's just the navigational part of rallying, done in the warm with little or no risk of suffering 'Mal de Nav'. The last tabletop rally we contested with H&BMC, we were clear winners and the committee expect nothing less this time. No pressure then!

Lastly, they are promoting a Touring Assembly on **7<sup>th</sup> May**. So, if you want to avoid all of the Coronation shenanigans and have a drive out from Woodley near Reading to the Atwell-Wilson Motor Museum near Calne in Wiltshire, this is the event for you.



## Revolution

Revolution is the official magazine of Motorsport UK. Guildford Motor Club is a member club of Motorsport UK.

The magazine is published monthly and can be read either online or as a .pdf.

[Read the current edition Online, past editions are also available.](#) You can also access the Motor Sport Year Book from this link.

[Download the magazine as a .pdf. \(This downloads the magazine from Motorsport UK website\)](#)



# Guildford Motor Club Touring Assemblies

These events have no competitive element and are intended as an opportunity for you to drive your 'Pride and Joy' through picturesque parts of Surrey and Hampshire with other like-minded enthusiasts.

The Start and Finish of both the events will be local to Guildford and with a halfway halt. Each event will take a different route.

You will be given an easy to follow tulip road book to take you along our carefully designed meandering routes. If you have never used this sort of instruction before, help is on hand at the Start.

We welcome any type of car; old and new, petrol electric or diesel, sports estate or saloon.

These events are low cost and fun for all the family and you don't even have to be a member! (But we would like you to join!)

**For more details visit our website : [www.guildfordmotorclub.org.uk](http://www.guildfordmotorclub.org.uk)**



## The Printemps Touring Assembly 14th May

## David Roscoe Memorial Dimanche Tour 20th August



Independent Goodwood Photographers Guild

# Photo Competition Exhibition



Photo: John Wort

## 26th February 2023

All Welcome

Raffle (Great Prizes)

Tea and Coffee

Bring a Friend

and it's just £1 entry

12 - 4 pm

South Downs Centre  
North Street, Midhurst  
West Sussex, GU29 9DH

[www.igpg.photography](http://www.igpg.photography)

# SONY



Touch and Try event  
with Sony  
and  
London Camera Exchange  
Chichester

## Winter Wonderland

The recent few days of chilly weather had me thinking. How many of our newer members have experienced prolonged wintry driving conditions?

When I started driving 47 or so years ago, we used to regularly get days, if not weeks of snow, lying on the ground and re-freezing overnight. The heaters of cars then were good enough – just. It wasn't uncommon to see 'radiator blankets' fitted to the front of cars in an effort to get them to warm up quicker, not only to aid fuel economy, but to keep the cabin temperature marginally above freezing.

Very few manufacturers fitted heated rear screens as standard and a Wipac stick-on job was the usual solution. Heated front screens were the stuff of science fiction, and the law requiring the driver to clear the snow from the roof of the vehicle was still years away. Consequently, one often saw cars with 2 feet of snow on the roof, a letter box sized slot cleared just in front of the driver and the window wound slightly down (but only at T-junctions). Actually, you'd more than likely hear them before you saw them. These types of drivers rarely checked the anti-freeze in the radiators and just topped up with tap water. The screech of a water pump stuck solid with ice was something to behold. They usually didn't get very far either. The core plugs in the engine would have been popped out under the pressure of the ice and the car would boil after about 5 miles.

All this 'bad weather'\* did at least give us loads of practice at skid avoidance and control. With that in mind, I was wondering how many members would be interested in having a session at a skid pan? In the past we have organised trips to the pans at Goodwood and Thruxton circuits. The sessions included cadence braking (probably no longer required with ABS fitted to almost all cars now), obstacle avoidance, skid recovery and a bit of general hooning about. All done at about 25MPH in the safety of someone else's car.



A professional 'generally hooning about'.

We would probably need to get 8 or 10 people together as a group to get a discount, so if you're even remotely interested, drop me an email or see me at a Clubnight and I'll see what I can arrange.

Mark.

\* - *There's no such thing as 'Bad Weather' just the wrong tyres!*



## MGJ Engineering Brands Hatch Winter Stages - 21st January

A full entry for the event gathered at Brands Hatch for the Circuit Rally Championship 2022/2023 on a cold but sunny day. The event comprised of eight stages, the four morning stages using the circuit in the reverse direction whilst these afternoon runs went in the more conventional direction. With all the rounds being run on race circuits the entry list often brings out cars one would not associate with rallies.

The event was run by Chelmsford MC who kept the event well to time and in fact by the afternoon was running early. Partly helped by the large number of retirements! By the end of the event retirement totalled 29. Nearly a third of the entry! Overall winners were John Griffiths and Emma Morrison in their Fiesta R5 who stretch their lead in the Circuit Championship



1st John Griffiths - Emma Morrison Fiesta R5



2nd Paul Murren - Callum Cross Fiesta R5



3rd John Stone - Callum Young Polo GTi R5







## A Saga of Specials

My earliest memories of motor sport began as a four year old in Kenya. Both my parents, who were enthusiasts and sometime-competitors, would regularly take my older brother and me to 'The Racing at Langa Langa', outside Nairobi.

The track was around the perimeter of a former Internment Camp for Italian POWs. Spectators were free to move about the pits and to station themselves anywhere they wished around the track. There were few facilities and no on-site catering in these austere post-war days. We brought a picnic with drinks in fragile Thermos flasks.

These were memorable, exciting and truly formative days for these two young boys.

I clearly recall the sounds of the cars revving in the pits, the shouted conversation and excited looks and laughter from the adults around. Embedded in my psyche is that rich and unforgettable smell of hot Castrol R, the heat and the dry dust and, above all, that unmistakable, fast-churning sensation of high excitement and anticipation in my stomach, forever associated with motor sport.

Very quickly I learned about the cars and the drivers, aided by my brother who seemed to be even more engrossed, knowing every detail about each car and their drivers. He was forever comfortable conversing with drivers and mechanics and having his incessant flow of questions answered. His hunger for mechanical detail was lifelong and he never forgot anything. It was from here that his passion for motor cars and motor sport developed. He went on to become a classic car restorer, Concours

d'Elegance Judge and historic racing driver, always preparing his own cars.

My fascination was with Specials. A majority of the cars racing in these early days



Brooklands Riley special.  
The archetypal Special.



Open track!



Unfinished Special



Skoda Special



Morris 8 Special





Front wheel drive Skoda Special when Skodas were rear wheel drive



Slick Special



Cars and spectators out on the track.



Lady entrants were very competitive



Le Mans start Langa Langa.

at Langa Langa were Specials, that is, racing cars built from chassis and engines of saloon cars, designed, built and tuned especially for racing, though they could also be road registered. No MOT or checks in these days!

This fascination was heightened when my father and uncle acquired an Austin 7 and began to prepare it for racing at Langa Langa. Here was a family project in which I could get oil under my finger nails, mostly handing spanners, washing parts in paraffin and 'standing back for a moment'. Soon after my family moved to Dar es Salaam in what was then Tanganyika. Here sailing became the parallel with motor sport.

Many, many years later, when the space and the opportunity finally arose, and having further developed the interest in Specials to include, amongst others, those particularly built to race at Brooklands and in various TT Races, I decided that, despite my lack of serious, necessary skills, I would try to build a Special of my own.

A chassis and rolling gear was the first requirement, followed by an engine and gearbox around which I would build an open two-seater body. If I could do all this without the need for any welding and somehow keep it registered as the 'donor vehicle' I just might succeed.

A very long shot!

Unperturbed, I sourced an early Triumph Herald Estate with a very rusty body shell and a big end gone. Incredibly, underneath the chassis was completely sound, even the outriggers. Good old Ziebart!

The shell was removed, cut up with an axe and dispensed with. How to create the illusion of a Brooklands Special with a front mounted supercharger, engine behind the front axel and bigger wheels? All this as well as designing and building a boat-tail body and strapped down bonnet.....

And then I came across a Morris 8 radiator grill from the 1930s! The design would ultimately evolve around this.

Meanwhile the engine had been stripped, bearings replaced as fortunately the journals were undamaged, engine assembled and running quite nicely for a not-so-new lump. Final fettling to be addressed later.

The grill was affixed as far back as possible, allowing for a fake blower box to be constructed in front - not quite right but good enough at a glance. Then the bonnet, simple aluminium sheets around an angle iron frame which I did have to have welded by an expert in Galashiels. At this time I was living in Edinburgh and the building was being done at weekends in a good friend's barn outside Hawick in The Scottish Borders.

Behind the aluminium bulkhead the whole structure was a further welded angle iron skeleton covered with wood and fabric. A curious kind of boat tail resulted. Lights were fitted and wired up and larger, narrower wheels in the form of spacesavers from Saab 9000s were sourced from various scrappies. These were shod with Michelin X tyres!

Hubs had to be 'adapted' though PCD stud pattern was the same for Saab as for Triumph! Side mounted spare wheel. Trailer mudguards completed the appearance, though the front ones were always a flipping problem.....the need for welding, again.

Eventually, incredibly the Special was complete and, by certain unmentionable defaults, registered as a 1966 Morris Tourer, complete with genuine Brooklands Aero Screens!

That memorable Langa Langa feeling!

I spent many very happy days motoring and, even before it had come to be a recognised route, completed my own extended version of the North Coast 500 on two occasions. On one of these road trips having stopped at a hostelry for light refreshment I was accosted by a gent decked out in what was clearly stag hunting gear who asked me: "Is it a Bugaarti?"

Clearly, I had succeeded!

The only real design failing of this extraordinary concoction was that the driver's seat could not be moved quite far enough back for my real comfort due to a chassis crossmember which was also too high to put the seat on.

At this time I was planning a research journey on foot into The Democratic Republic of Congo, then called Zaire. The was a



Smart Austin Seven Special.



Start line Langa Langa



Langa Langa Special. Make unknown



Zelda Hughes in her Ford Anglia Special





Barn find at the castle

momentary cessation of hostilities as Laurent Kabila had taken control. Unfortunately it was not to last and my partner and I did get a little caught up in it. However, in order to fund this adventure, I had decided to sell my boat - a beautiful 26 foot, Lymington Slipway, built of teak in 1955.

The man I sold the boat to lived in a small castle North of Inverness and in a shed he had the making of what was once an Austin Seven Speedex Special, which he agreed to sell to me.

And so began the saga of The Second C-K Special. Not so much a build as an assembly and a sourcing of appropriate parts. A very active Austin Seven Club of Scotland was a great source of bits and arranger of events. This little car was my transport for yet another NC 500 type road trip - totally faultless and fabulous fun, always decked out in leather helmet, scarf and goggles.



Cabin really too small



Scottish Austin Seven Event.



Up and running with period parts



Touring!



Unsurprisingly, nobody ever mistook this little gem for a "Bugatti"..

Once again, the cabin was really too small! Solution - build another with a properly spacious cabin.

So the Speedex Special, originally built by Jem Marsh of Marcos fame, was sold as a package with a Triumph Stag which I had restored and with which I had become disenchanted.

Then came The Riley Special. Originally an early 1950s RMA Riley 1.5, the wooden framed bodies of which notoriously deteriorate, so it was with this one. A big solid chassis, lovely, well established Percy Riley engine and 4 speed box with front suspension 'stolen' from the earlier Traction Avant Citroen.

Engine and everything moved back 11 inches on the chassis. Not too difficult when it is bare running gear with no body around and everything solid to attach to. At this time I should have shortened the rear arms of the chassis but had a skewed vision of what it would look like as a finished Brooklands Special Replica.

Similar body build pattern as The First Special, beginning with the original Riley grill set at a slant back 11 inches. Aluminium bonnet with louvres set in and a single piece, flat



Riley Special, the last one



Riley Special at speed



windscreen, spacious cabin, plenty of long leg room and a pair of comfy, touring seats from an XJ6 Jaguar. The rear was a bit of a cobbler, time was short, I was on the move to Surrey and I had the dubious idea of mounting the spare wheel on the wood and fabric tail.

Once completed, despite being particularly ugly in the rear end, this was a comfortable car to drive, even for long distances. I drove it from Scotland to Surrey and a return trip to Aberdeen as well as attending many shows and events.

Eventually, the dream is fulfilled and a return to being out of the permanent wind and rain becomes a sound idea. I finally exchanged it for a 300 SL Mercedes which did not need constant fettling.

Nowadays I keep myself amused with an Old Ford and I know of a masterful mechanic with all the skills and all the tools and who is enthusiastic enough to help me keep Matilda rolling!

*Francis*



Really in the Special Zone!



I know a mechanic who has all the skills and all the tools!



## ACM Rallye Monte Carlo Historique - Brooklands Start



25th January

Just five cars arrived at Brooklands Museum to take the UK start of the Rallye Monte Carlo Historique. Previous years had attracted more with the start being in Glasgow. It would appear that most of the other UK starters had opted for Reims. Other starting points were Bad Hombourg, Oslo and Turin. With three of the crews it was their first time attempting the event. The crew in the Lancia said they liked to visit a different start venue each year, hence I have a picture of them on 2015 at Reims!

At 4pm the cars left at minute intervals to be thrown into the early evening rush hour traffic. Whether the Cortina made even Dover is in question. As they attempted to turn left instead of right out of the exit!



Cengiz Artam and Recep Ali Keydal - Ford Cortina



Andy Wolfe and Simon Russell - Ford Escort



Jason Wright and Stefano Traverso - Lancia Stratos



Lewis and Simon Ayris - VW Golf



Fraser and Barrie Hendrie Austin A40



## Out and About .. New Years Day Classic Gathering Brooklands





## Out and About - Bicester Heritage Sunday Scramble





## Out and About - Autosport International, NEC Birmingham

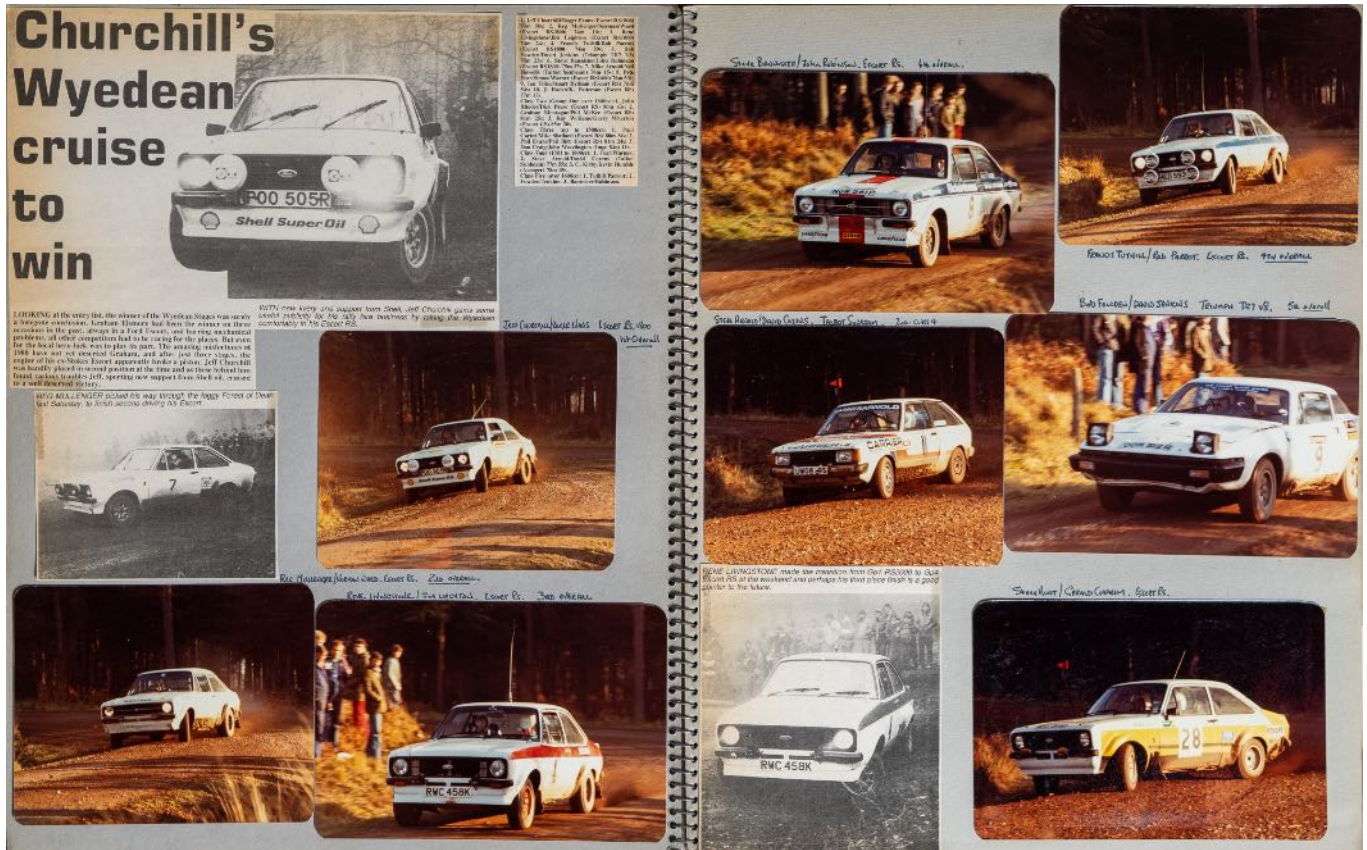
The last Autosport Show was 3 years ago and this years definitely suffered because of the covid enforced break. The number of halls it occupied was less with no Formula One, WRC or BTCC features. Missing also were a large number of companies which usually had substantial stands. The busiest area of the show was that for modded road cars. Nevertheless it was good to catch up with a few friends and find a few interesting cars to photograph.





## Wyedean Rally 1981

I administer a group for "Personal Photos of Thruxton Motor Circuit" on Facebook. We were contacted a little while ago by Sandra Sugg whose late husband, Trevor, had a number scrap books featuring his own photographs and period press cuttings. These predominantly feature Thruxton. However, there are pictures from Rallying and other circuits. I will publish some more over the coming weeks.





## From the Slide Collection

Another delve into the Slide Collection, this time we visit Prescott in 1967. This series features a selection of cars departing the start line of the hill.





## Motorfilms Quarterly DVDs

A series of DVD's has been donated to the club which form the first twenty volumes of the Motorfilms Quarterly series.

Each DVD contains series of historical films made independently, by manufacturers and suppliers. They are definitely from another era! They really do make enjoyable viewing.

The full list of DVDs is available on the website only via this [link](#),

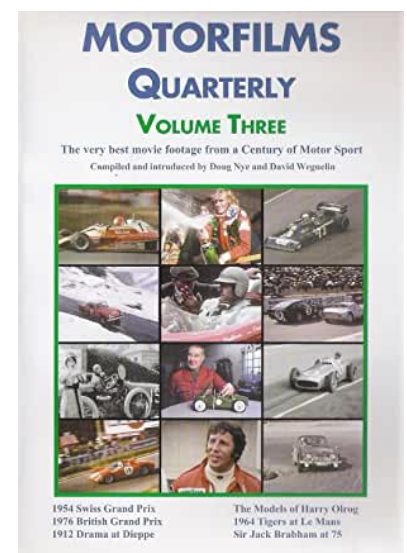
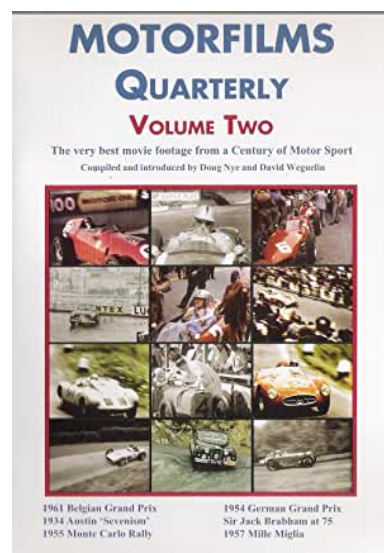
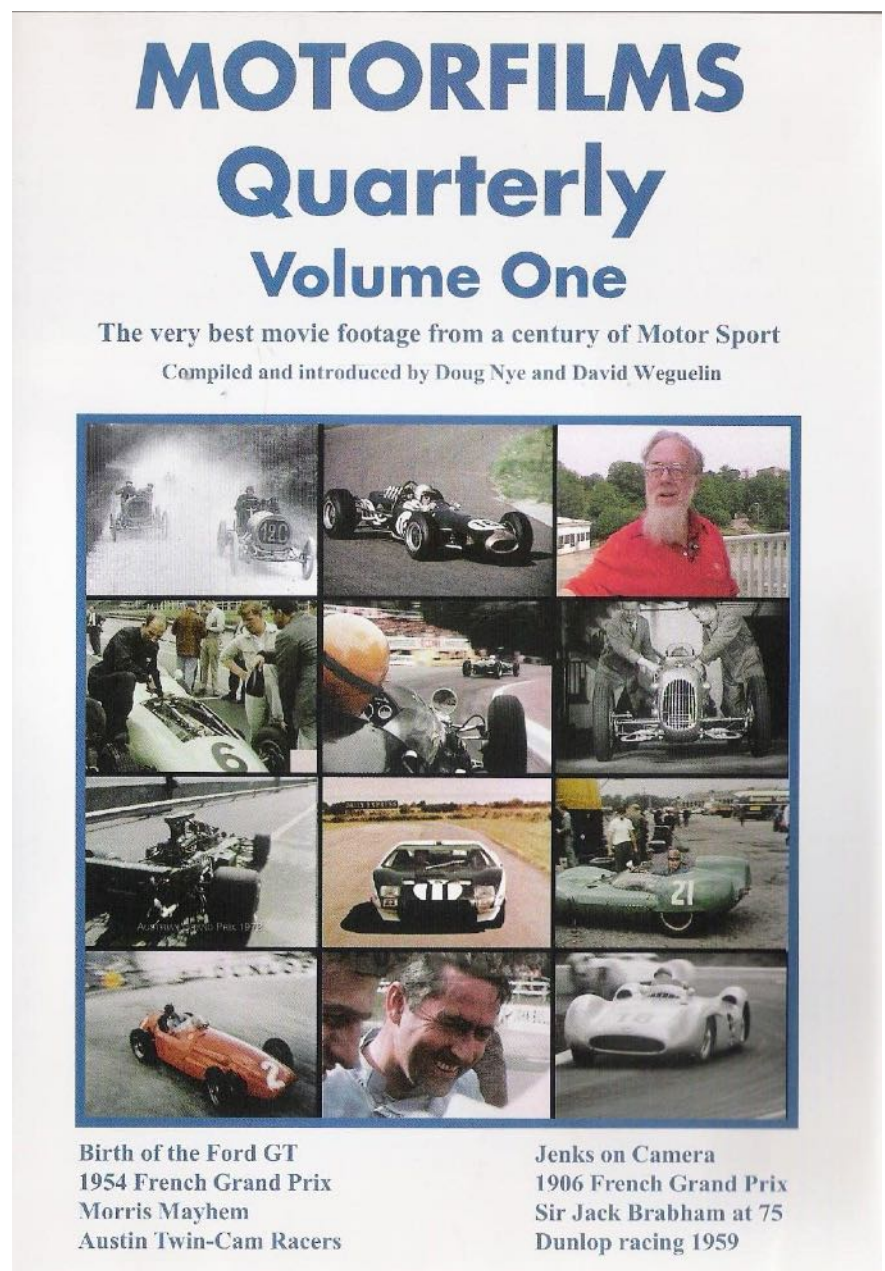
or use this: <https://tinyurl.com/ad4nez2m>

As you will see from the list the films cover a wide range of motoring related topics. Racing and Rallying are well covered along with drivers and personalities and of course some period oddities!

Individual DVDs are available to hire from the Club to members only.

DVD's can be collected from the Librarian at both Club and Pub nights. Hiring cost will be £1 per month with a £10 deposit.

We think we have sorted your winters evening viewing!





## GMC - Goodies

The following GMC Goodies are available from Mark Feeney, just phone him or speak to him at Clubnights

Car Badges (Enamel)	£30.00
Windscreen Sticker	£1.50
Club Badge (Self Adhesive)	£1.00
GMC Leather Key Ring	£1.50
GMC Mugs	£2.00
GMC Polo Shirts (White)	£15.00
GMC Sweat Shirts (Green)	£20.00
Romers, Clear or White plastic	£6.00
GMC Ice Scrapers	£2.00

## GMC - Membership Fees

Full Membership	£15.00
Family Membership	£20.00
Associate Membership	£2.50
Pro-rata Membership for new members joining after 1st July	
Full Membership	£7.50
Family Membership	£10.00

## Website and Social Media

### Website:

[www.guildfordmotorclub.org.uk](http://www.guildfordmotorclub.org.uk)

### facebook:

[www.facebook.com/guildfordmotorclub](https://www.facebook.com/guildfordmotorclub)

### instagram:

<https://www.instagram.com/guildfordmotorclub>

### twitter:

[https://twitter.com/guildford\\_motor](https://twitter.com/guildford_motor)

Hamish Roscoe's YouTube channel is [here](#).

## GMC - Contact Details

**Chairman, Secretary, Safeguarding Officer:**  
Mark Feeney

71 Carfax Avenue, Tongham, Farnham Surrey.  
GU10 1BD  
Phone: 01252 319672(H) 07747 445680 (M)  
email [cm@guildfordmotorclub.org.uk](mailto:cm@guildfordmotorclub.org.uk)

**Competition Secretary:** Richard Pashley

The Old Baliffs House, 152 Brox Road,  
Ottershaw, Chertsey Surrey. KT16 0LQ  
Phone: 01932 875253  
email: [cs@guildfordmotorclub.org.uk](mailto:cs@guildfordmotorclub.org.uk)

**Treasurer and Vice Chairman:**  
Graham Skingle

Phone: 01252 702510  
email: [tr@guildfordmotorclub.org.uk](mailto:tr@guildfordmotorclub.org.uk)

**Social Secretary:** Francis Carlisle-Kitz

Phone: 07500 512494  
email: [ss@guildfordmotorclub.org.uk](mailto:ss@guildfordmotorclub.org.uk)

**Chief Marshal:** Jon Marlow

Phone: 07970 926905

**Magazine Editors and Website:** Annette and Robert Clayson

39 Longhope Drive, Wrecclesham, Farnham,  
Surrey. GU10 4SN  
Phone: 01252 726618  
email: [intune@guildfordmotorclub.org.uk](mailto:intune@guildfordmotorclub.org.uk)

